INCOMING TELEGRAM

Department of State

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Control: 11446

Rec'd: June 15, 1961
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FROM OF STATE A/CDC/MR

REVIEWED BY D. ZACHARY DATE 3/18/83

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TO AUTH. REASON(S)

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FROM: Brussels

TO: Secretary of State

NO: 2105, June 15, 8 p.m.

PASS FOLLOWING MESSAGE TO CAB, CHIEF ENGINEERING DIVISION, WASHINGTON.

"Boeing has done an excellent job of misrepresenting this investigation. Belgian Investigation Commission has done complete and extremely competent investigation. Goldstein and Leak spent Tuesday, Wednesday, Thursday, with 2 members of Commission going over wreckage parts, witness statements and history. Scheduled to meet Nottet and full Commission Friday to discuss future work on their part and what FAA and CAB can do to help. They need no help in wreckage examination or documentation of facts.

At this point, it appears that trouble was started by stabilizer runaway to nose up, pounded by pilot raising flaps and applying high power. There is also possibility that outboard spoiler by pass valve failed so that on applying inboard spoiler for nose down pitch, pilot got both spoilers on left and inboard on right side.

Planning to depart for Paris Saturday to see Belonte Monday. Should I make stop at Lisbon upon departing Paris? Signed JS Leak".

MACARTHUR

Ree-8

955.723/6-1561

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